The A. F. of L. Weekly News Service gives a brief summary of important matters affecting labor, occurring in the industrial, legislative and judicial fields, and such other information that will benefit the trade union movement.

AMERICAN FEDERATION OF LABOR

WEEKLY NEWS SERVICE

Entered as second-class matter September 30, 1919, at the Post-Office at Washington, D. C., under the Act of August 24, 1912. Acceptance for mailing at special rate of postage provided for in Sec. 1103, Act of October 3, 1917, authorized July 11, 1918.

AGITATE! EDUCATE! ORGANIZE!

VOL. 12, NO. 41. WASHINGTON, D. C., SATURDAY, DECEMBER 30, 1922. WHOLE NO. 612.

PROBE STRIKE COSTS UNIONIST SUGGESTS

Washington, Dec. 30.—Railroads are including strikebreaking and union-smashing expenses in the cost of operation, said William H. Johnston, president of the International Association of Machinists, in a petition to the interstate commerce commission.

The commission is asked to investigate the methods of all railroads and to separate "extravagant and unnecessary" expenditures from operating costs since July 1. Unless this is done an unfair statistical handicap will be imposed on the commission, railroad employes and shippers, which will react to their disadvantage in future wage and rate adjustments, said Mr. Johnston.

"It can be easily demonstrated that the stupid labor policy of the executives has been squandering the American people's money at a rate exceeding $2,000,000 daily, as far as it simply affects railroad earnings. When it is once realized what this anti-union policy of the railroads has cost the people of the country as a whole, the amount will prove staggering."

Depletion of good order equipment, car shortage, the "various issues" in net earnings and the deferred maintenance of equipment are all traceable to "fanatic" antagonism of the railroad executives, the petition declares.

"By their continued violation of the transportation act in refusing to consider contracting and of the railroad labor board's orders in respect to wages and working rules prior to July 1, 1922, the carriers aroused the employes to a state of justified indignation. They, in turn, finally refused to operate with the legitimate organizations of shop craft workers, as contemplated in the transportation act, the managements convinced their men that a campaign was being waged to eliminate collective bargaining from the shops. By the ruthless interference of wage cuts at the very moment when the tide of war prosperity had set strongly toward increases they forced the men to strike.

"It is evident Johnston said that the refusal of hard-boiled managers of railroads to accept the president's terms of settlement last summer changed the strike on these roads to a lockout.

"They double-crossed the president and repudiated his personal and representative, Secretary Hoover, when he outlined to them the justice of and the immediate need for returning the shop employes to the service with their basic rights intact. Not until a minority of the more conservative and intelligent railway executives under the leadership of Messrs. Willard, Warfield and Harrison, finally forced, after the latter of the hard-boiled element had gone beyond all good sense, was a genuine beginning made to settle the strike."

FARM CREDITS TALK BLOCKS SHIP SUBSIDY

Washington, Dec. 30.—The question of farm credits as an aid to agriculture looms larger and bigger each day as that of the ship subsidy bill.

The senate's favored aid to agriculture, but all of them do not favor a ship subsidy. This makes an impossible task for a bill to enact the ship subsidy, while disclaiming any intent to retard in manage of the farm bill.

Although senators are agreed on the theory of the ship subsidy, trouble begins when an attempt is made to apply this theory. These differences can be grouped mainly in two classes, the advocates of the Norris bill and advocates of farmers' relief through the present private banking system. The Norris bill provides for the creation of a government corporation that would buy and sell agricultural products—a sort of gigantic middleman's business, which the plan favor something like an extension of the federal reserve system, which permits member men to secure short-term currency issued against approved security.

Various schemes are also suggested in this branch. But the plan to couple with the Norris bill, would have been laughed out of congress a few years ago. The senator of the farmers, however, makes this policy dangerous business from a political standpoint, and these remedies are being discussed on their merits.

STRIKEBREAKERS COSTLY.

New York, Dec. 30.—Strikebreakers employed by the Southern Pacific railroad forced an increased equipment cost of $414,796 over last year, a financial report reveals.

The company did not permit this extra cost to interfere with dividends. It offset the charge by cutting $455,946 from maintenance-of-way and structure expenses. This means that the property was permitted to deteriorate as strikebreakers could be paid and dividends assured.

The report shows that the Southern Pacific is the first of the important roads to report a gain in gross and net, despite increase in earnings. This was done at the expense of the road bed and other equipment.

WHITEWASH MINE OWNERS

Sacramento, Cal., Dec. 30.—A committee appointed by the state senate to investigate the Argonaut mine horror, which resulted in the death of thirty-one of miners, has made its expected report— a minor official is slapped on the wrist, but the committee has failed to understood that this is but a gesture, as it feels it "cannot unduly censure any body."

The horror will be quickly forgotten by everyone except organized labor, which will fight for laws to prevent the Argonaut affair being duplicated.

CORPORATION FEES GAIN.

Trenton, N. J., Dec. 30.—Secretary of State Martin estimates that New Jersey will receive $500,000 in corporation filing fees this fiscal year because of the increase of corporations that are increasing their stock through stock dividends. This fee indicates the actual number of these stock dividend issues. Similar reports are coming from other states where laws are favorable for incorporation purposes.

TO URGE LABOR LAWS.

Newark, N. J., Dec. 30.—At a conference of trade unionists from every section of the state, a legislative program to be urged at the next session of the state legislature was agreed to.

The major matters are: Strengthen the workmen's compensation law; prohibit the issuance of injunctions in labor disputes; oppose night work for women.

PROFITS AND INCOME GUARDED BY REACTION

New York, Dec. 30.—The stream of stock dividends continues as corporations strive to protect themselves against a possible legislative attack on their surpluses and undivided profits. The next congress will be convene in regular session until December, 1923, but privilege is taking no chances of being shelved or being forced on the agents of reaction, who now oppose the plan.

The flood of stock dividends recall the wail of distress by those who urged the present congress to repeal the excess profits tax. This law is hamstringing business and deadening business," said the wise men, who predicted a revival of prosperity, if excess profits were not taxed.

Although the law did not operate until 1918, corporations have been squandering the American people's money at a rate exceeding $2,000,000 daily, as far as it simply affects railroad earnings. When it is once realized what this anti-union policy of the railroads has cost the people of the country as a whole, the amount will prove staggering."

Depletion of good order equipment, car shortage, the "various issues" in net earnings and the deferred maintenance of equipment are all traceable to "fanatic" antagonism of the railroad executives, the petition declares.

"By their continued violation of the transportation act in refusing to consider contracting and of the railroad labor board's orders in respect to wages and working rules prior to July 1, 1922, the carriers aroused the employes to a state of justified indignation. They, in turn, finally refused to operate with the legitimate organizations of shop craft workers, as contemplated in the transportation act, the managements convinced their men that a campaign was being waged to eliminate collective bargaining from the shops. By the ruthless interference of wage cuts at the very moment when the tide of war prosperity had set strongly toward increases they forced the men to strike.

It is evident Johnston said that the refusal of hard-boiled managers of railroads to accept the president's terms of settlement last summer changed the strike on these roads to a lockout.

"They double-crossed the president and repudiated his personal and representative, Secretary Hoover, when he outlined to them the justice of and the immediate need for returning the shop employes to the service with their basic rights intact. Not until a minority of the more conservative and intelligent railway executives under the leadership of Messrs. Willard, Warfield and Harrison, finally forced, after the latter of the hard-boiled element had gone beyond all good sense, was a genuine beginning made to settle the strike."

FARM CREDITS TALK BLOCKS SHIP SUBSIDY

Washington, Dec. 30.—The question of farm credits as an aid to agriculture looms larger and bigger each day as that of the ship subsidy bill.

The senate's favored aid to agriculture, but all of them do not favor a ship subsidy. This makes an impossible task for a bill to enact the ship subsidy, while disclaiming any intent to retard in manage of the farm bill.

Although senators are agreed on the theory of the ship subsidy, trouble begins when an attempt is made to apply this theory. These differences can be grouped mainly in two classes, the advocates of the Norris bill and advocates of farmers' relief through the present private banking system. The Norris bill provides for the creation of a government corporation that would buy and sell agricultural products—a sort of gigantic middleman's business, which the plan favor something like an extension of the federal reserve system, which permits member men to secure short-term currency issued against approved security.

Various schemes are also suggested in this branch. But the plan to couple with the Norris bill, would have been laughed out of congress a few years ago. The senator of the farmers, however, makes this policy dangerous business from a political standpoint, and these remedies are being discussed on their merits.

STRIKEBREAKERS COSTLY.

New York, Dec. 30.—Strikebreakers employed by the Southern Pacific railroad forced an increased equipment cost of $414,796 over last year, a financial report reveals.

The company did not permit this extra cost to interfere with dividends. It offset the charge by cutting $455,946 from maintenance-of-way and structure expenses. This means that the property was permitted to deteriorate as strikebreakers could be paid and dividends assured.

The report shows that the Southern Pacific is the first of the important roads to report a gain in gross and net, despite increase in earnings. This was done at the expense of the road bed and other equipment.

WHITEWASH MINE OWNERS

Sacramento, Cal., Dec. 30.—A committee appointed by the state senate to investigate the Argonaut mine horror, which resulted in the death of thirty-one of miners, has made its expected report— a minor official is slapped on the wrist, but the committee has failed to understood that this is but a gesture, as it feels it "cannot unduly censure any body."

The horror will be quickly forgotten by everyone except organized labor, which will fight for laws to prevent the Argonaut affair being duplicated.

CORPORATION FEES GAIN.

Trenton, N. J., Dec. 30.—Secretary of State Martin estimates that New Jersey will receive $500,000 in corporation filing fees this fiscal year because of the increase of corporations that are increasing their stock through stock dividends. This fee indicates the actual number of these stock dividend issues. Similar reports are coming from other states where laws are favorable for incorporation purposes.

TO URGE LABOR LAWS.

Newark, N. J., Dec. 30.—At a conference of trade unionists from every section of the state, a legislative program to be urged at the next session of the state legislature was agreed to.

The major matters are: Strengthen the workmen's compensation law; prohibit the issuance of injunctions in labor disputes; oppose night work for women.

IMPEACHMENT FIZZLE: "MARKED CARDS" WIN

Washington, Dec. 30.—The house judiciary committee has adjourned and will submit its report on the Daugherty impeachment proceedings to the house after the holidays. It is agreed that the committee will find for Daugherty.

The proceedings ended when Congressman Keller, author of the impeachment, withdrew from the case because of pending advertisement in Daugherty by the "lame ducks" on the committee. The committee subsequently Mr. Keller but he ignored the call. Jackson H. Ralston, counsel for the A. F. of L., frankly told the committee they advised Mr. Keller they have no jurisdiction over them.

Some of the "lame ducks" who would shut witnesses up and refuse at this frank statement by Mr. Ralston, and various punishments were recommended for the disobedient committeeman. One of the committee finally suggested that Mr. Ralston be asked for the authority for such advice. The A. F. of L. counsel accepted the invitation, and for 15 minutes recounted the rights of witnesses before congressional committees. The lawyers the dangerous precedent they were committing when the rights of congressmen were enumerated, the committee tactfully referred the matter to a subcommittee.

A feature of the proceedings was testimony by Mr. Ralston that he was powerless to show how earnestly he is prosecuting big business.

Opponents of Daugherty are not depressed at the outcome. They show that Ballinger, the "Magnificent Failure" net, was whitewashed, as was Senator Newberry.

ILLINOIS UNIONISTS UNDO REACTION'S PLOT

Chicago, Dec. 30.—Reaction is still stunned from the smashing blow it received at the hands of the labor party state on December 12, when the proposed constitution was overwhelmingly rejected.

For more than three years reaction has planned to deliver the state over to judicial rule. One judge of the state supreme court headed a campaign to "educate" the people to vote for the constitution.

Organized labor raised the first protest. The first action was a petition presented to the Rockford convention of the state federation of labor, which called on trade unionists to vote as leaders of liberty to work and vote against the measure.

Mass meetings were organized, speakers detailed, and in a short time workers in 100 centers of the state were aroused. As the campaign progressed, a change was noticed on the part of newspapers and politicians. Before labor became active, the press and political leaders indicated sympathy with the anti-constitution fight. As the thunderous opposition increased, the editors cleverly made an about face and urged their readers to vote "no."

The acknowledged leader in this fight was Victor A. Olander, secretary-treasurer of the Illinois state federation of labor. The analytical faculties of this trade unionist ripped bare the arguments of reaction's most skilled lawyers.

Apples Thrown in River Because of Car Shortage

Washington, Dec. 30.—Senator Jones of Washington stated on the floor of the senate today that the farmers have comprised if 6,000 carloads of apples were thrown into the Columbia river because of car shortage. He said these apple growers are receiving 100 cars a day when 1,000 cars are needed to move them in time.

This indictment of railroad "efficiency" was followed by Senator Stanley's suggestion that an investigation be made of the national defense council in an emergency it is that gets western apples, and is permitted to throw them in to the sea on one seaboard and is selling them on another part of the continent at exorbitant prices."

Senator Jones said apples that are rotting in the nation's capital for 16 cents apiece are the same brand which is being sold in New York where it is selling at a profit of 5 cents a box.

RAILROAD IS BLAMED.

Washington, Dec. 30.—Defective equipment of the Pennsylvania railroad is responsible for a wreck near Cincinnati, November 7, which resulted in death of one employee and the injury of 61 passengers and employes, reports the inspectors of the interstate commerce commission.

Reports had been made by engineman concerning various air-brake defects on this engine, the report said, "and work reported on the day previous to the accident had not been performed, although the instructions were given the report to indicate that the work had been done.

"There is no excuse for permitting an engine to be operated with air-brake equipment in the defective condition which existed in the case of this engine and in view of these conditions the operating officials are open to censure.

"Furthermore, the time-table schedules prescribed in this instance for higher rates of speed than would be justified without the compliance to speed restrictions. Proper adjustment of the schedule should be made."

BORERS FROM WITHIN GARYISM'S NEW ALLY

New York, Dec. 30.—The importance of capturing the trade unions was emphasized at the convention of the workers' party of America, which declared for "the dictatorship of the proletariat." Formerly this element expressed their scorn for the unions. Now they cry: "We must have the unions to succeed."

The communists are becoming less daring, and are now endeavoring to "legalize" their revolution. The platform adopted is a cautious rehash of "revolutionary" platitudes. The only exception is the urge to capture the trade unions. Formerly they declared "there is no hope in the trade unions." The usual denunciation of the reactionary leaders of the A. F. of L." was made by delegates who jollied members of organized labor as "fakers" these "leaders." This is the usual policy of "revolutionists," who claim to be masters of logic.

It was declared that "one of the chief immediate tasks" of the workers' party "is to inspire in the labor unions a revolutionary purpose." It is agreed however, that the day of revolution is not around the corner, and that "the experience of the workers" has proven that the workers "cannot take over the ready-made machinery of the capitalist government and use this machinery to build up a communist society." It is urged, as the first step toward government control, to establish soviets, or workers' councils.

Again and again it is declared that the work of the communists is within the unions and that an intensive process of "boring from within" is absolutely necessary.

Between the injunction judge, Garyism and communists, trade unionists will have no excuse to fall asleep the coming year.

SEAMEN'S LAW LIBELS SLOWLY LOSING FORCE

Washington, Dec. 30.—In a debate on the ship subsidy bill, Senator King of Utah declared that opposition to the La Follette seaman's law is camouflage and that the wages of American seamen are not high and are not responsible for the present condition of the American merchant marine.

"As I proved with the testimony, conceding all the claims made by the proponents of this bill and those who urge that the navigation cuts a very insignificant figure in the discussion of that question," said Senator King. "That proposition is scarcely tenable and not borne out by the facts because even if the wage distinctions are as they contend, it would make a difference of only about 3 per cent in operating expenses, and that includes, as I understand, the expenses involved in the maintenance of the very high-salaried clerical force and administrative force, which we find in many of these corporations.

"So I think the question of wages is a mere camouflage argument. The salaries of the men who are insisting upon this subsidy.

"American seamen are now paid very low wages—many of them $40 per month, some of them perhaps less than that, and the general efficiency of the American seaman, I think, is recognized."

Following this statement Senator Dial of South Carolina said: "I thank the senator from Utah. I will confess that I, too, had these hearings in mind before looking into the subject, I thought that the wages were not sufficient, but after a thorough investigation I find the condition to be exactly as the senator from Utah states."

NOT NATIONAL DEFENSE TO DISPOSE OF VESSELS

Washington, Dec. 30.—Ship subsidy advocates who talk of "national defense" take a peculiar position, according to Senator Brookhart of Iowa, who said:

"Why this strange agitation for national defense when the ships now here long for the government itself, the place they would have to go if they were used for national defense?" he said, "No one wants to sell them and turn them over to some one else in the interest of national defense. To me that is the most ridiculous proposition which has been presented upon the floor of the senate. It is not national defense; it is mooning and lying absence away from national defense."

OUST INJUNCTION JUDGE.

Washington, Dec. 30.—Injunction Judge Overton of Louisiana, Ind., was defeated at the recent election, according to a report to President Gompers by Secretary C. E. Musselman. The injunction was issued against organized steel and iron workers.

"Although the rest of the county republican ticket was carried by a good majority the candidate for district judge who issued the injunction was defeated by a majority of 3,600 votes. The reason for that is always been my publican," the organizer writes. "We elected John Marshall on the democratic ticket. Mr. Marshall is not only an able attorney, but is a member of the Musicians' union."

CAN'T FORCE UNIONS INTO AMALGAMATION

Portland, Ore., Dec. 30.—More than 20 years ago the A. F. of L. declared for the amalgamation of unions of kindred crafts, said A. F. of L. Secretary Frank Morrison, in an address to trade unionists in this city.

Then together with W. J. Spencer, secretary of the building trades department, A. F. of L., visited this city to urge the building trades amalgamation, even were force desirable or effective, he said.

Secretary Morrison showed that successful amalgamation has only come through the unions themselves acting on the subject by the membership of these unions, and that it is impossible to effect workable and harmonious combinations by force and arbitrary edicts of conventions, or by the executive boards of the unions evolved.

The A. F. of L. is always willing to lend its moral support to these amalgamations and urged such procedure in Portland, Secretary Morrison later is in the hands of the national and international unions.

PRESIDENT'S TAX PLAN HAS STIFF OPPOSITION

Washington, Dec. 30.—A proposed constitutional amendment based on the president's suggestion that the issuance of non-taxable bonds be prohibited, is the latest proposal to end tax evasion.

One of the arguments of excess profits opponents is that wealth is taken out of industry and invested in non-taxable bonds when excess profits are taxed. In a message to congress, December 6, the president said non-taxable bonds are increasing the public debt because of the tendency of wealth to seek investment in them, and that this condition justified "a proposal to close up this loophole of evasion so as to end the issue of non-taxable bonds."

Debates in the house bring out the point that under the amendment the federal government would have the power to stop the issuance of every bond, because it is controlled by the simple expedient of placing a high tax on each issue.

The plan is also favored by Secretary Mellon of the treasury, which would indicate that bankers are not behind the amendment.

Congressman Garner of Texas challenged advocates of the proposed amendment to debate the issue on the floor of the house, and if he could not convince them that the proposal took from the states and their municipalities the right to issue bonds he would retire from the fight.

It was also stated that the amendment would increase by 10 to 15 per cent the value of more than $11,000,000,000 of state and municipal bonds now held mainly by the wealthy insurance companies and other corporations.

A friend of the proposed amendment say money could be used "for other purposes" if these bonds were not issued. This is accepted by many as meaning that "other purposes" are more important than schools, roads, sewers, etc.

DEFECTIVE EQUIPMENT BLAMED FOR RAIL WRECK

Minneapolis, Dec. 30.—Sharp flanges on an engine driving wheel, it is said, caused the wreck at Andover, last November, train service men declare. The wreck resulted in the death of 2 firemen and a brakeman.

Instead of taking the engine out of service, the railroad men claim it was sent on the ill-fated train that jumped the track.

Sharp flanges on engine and car wheels are a deadly menace to the lives of train crews and passengers, veteran rail men declare. Worn rails cause the flanges are sharp instead of rounded there is always danger that the engine will "climb the rail" and "ride the rail" and wreck the train.

Much attention usually takes place at switches, thus giving the railroads opportunity in strike times to raise the cry of "unsafe switches." This permits the railroads to cast suspicion on this striking and conceal their dangerous equipment.

BOSSES DODGE PROBE.

New York, Dec. 30.—Because of the obstructionist policy of employers, Norman Hapgood had resigned as impartial chairman of the industrial relations board.

The resignation is the culmination of "hich" wage claims by the bosses. For years these claims have been made and finally the workers demanded that the question be investigated. A joint committee of employers and workers in the cloak industry was formed to consider the question.

The unionists refused to divert the original intention of the board, but in this they were joined by the impartial chairman who later resigned because the unionists charge the bosses with evading the investigation. The bosses refused to open their books, even when the facts are made public the excuse for high prices will disappear.

ENGINES NEED REPAIRS.

Pittston, Pa., Dec. 30.—In answer to a query from striking shop men regarding the condition of the engine power on the Lehigh Valley railroad at Coxton, A. G. Frick, chief inspector, writes to Washington:

"On November 8, 9, 13 and 16, there were 85 locomotives inspected at that point, 22 of which were found to have defects approaching or constituting violations of the law and rules, and 24 were ordered withheld from service, as reported to the law.

"I regret that, due to our limited office force and the amount of clerical work before us, we cannot send you a detailed report covering the defects found on these locomotives, but I trust that the above will serve your purpose."

FAVORS SAFETY FIRST.

Washington, Dec. 30.—Senator Johnson of California has a new remedy for railroad transportation troubles. He has introduced an amendment to the Cummins-Esch law which would forbid a railroad to declare dividends when it refused to recognize its employes as the representative of the majority of its employes.

"The spirit of profiteering evidenced by oil, steel, cutlery and all the large manufacturing concerns recently disclosed, was never more universal or more cruel and more comfortable than it is today. Food, fuel, clothing, and, in fact, all necessities of life have caused consumers to contribute to the growth of human greed."

Excessive Profits 'Explained' By Bank

Washington, December 30.—"Social wealth" is what the National city bank of New York city calls Standard oil's profits, which amount to $775,000,000 the last 10 years.

"This bank," said Congressman Frear on the floor of the house, "is hard worked to conduct its many activities.

In its bulletin the bank insists that advance of the situation fail to understand that this wealth is social, no matter who owns it. This is what it said, is cant with sovietism.

"Standard oil's profits of 77½ per cent annually taken from 10,000,000 farmers and other consumers of the country are placed in the pockets of a handful of stockholders, or 2,000 stockholders," said Congressman Frear. "The bank contends this is 'social wealth,' and that the profits of the 10,000,000 farmers averaged less than $500 annual income for themselves and families in 1921, will be spent in increased cost of necessities over 1913, or less than one-half of the pre-war profits taken from them. They have helped put $2,000,000,000 into a comparatively few pockets through excess profits held out from corporate earnings as surplus from cash dividends, taxes and all other charges, and as the big fish swallow the little ones, the number of stockholders will be eventually reduced to a few great interests.

"Apart from these extortionate profits we now learn that the $2,000,000,000 of surplus is carefully husbanded by stock dividends and will avoid individual income taxes.

"Standard oil, one of the ablest members of the United States supreme court, in protesting against the Ma-Comber (stock dividend) case, pointed out one majority of the court, said:

"If stock dividends representing profits are legally exempt from taxation under the sixteenth amendment, the owners of the great successful business in America will be, as facts in this case illustrate, be able to escape taxation on a large part of what is actually their income.

"Some really sensible people believe that, instead of regarding such tax-soviets, the country is in more danger from the rabid cult than from the radical; from the self-confident than the bolshevik; fly the skull and crossbones of law's defiance rather than from European reds; from self-constituted sovereigns, or what Clemenceau terms our 'money imperialism,' rather than from soviets," said Congressman Frear.

"The spirit of profiteering evidenced by oil, steel, cutlery and all the large manufacturing concerns recently disclosed, was never more universal or more cruel and more comfortable than it is today. Food, fuel, clothing, and, in fact, all necessities of life have caused consumers to contribute to the growth of human greed."

REVIVE "DESERT" STRIKE; LIBEL HAS BEEN REFUTED

Washington, Dec. 30.—The conviction of several men in Los Angeles because they refused to handle trains with defective equipment has brought Attorney General Harry Daugherty, who says this justifies his injunction against the shop men.

"I am never gratified at misfortune experienced by any man," he said, "but in the desertion of their trains by American men, great suffering and grave hardships were imposed upon helpless men, women and children.

It is doubtful if a more inaccurate statement could be made. Needles, California, where the alleged "desert strike" happened, is a town of more than 4,000 inhabitants, with all the modern conveniences of other towns of its size. The attorney general does not explain how employes could desert their trains and themselves avoid the "great suffering" and "grave hardships" that were imposed on the passengers.

Would the attorney general have the public believe the employes were equipped with flying machines that they stored in the baggage car and started away, leaving the passengers to vultures and the desert sands?

The best answer to Daugherty's latest sensational lie, is a circular letter forwarded to all Santa Fe railroad ticket agents on August 21 last by E. H. Hall, district passenger agent there. These agents were instructed to give

AGITATE!
EDUCATE!
ORGANIZE!

as much publicity as possible to a denial of the "desert strike" story, which served its purpose of arousing public opinion against the strikers, but was now hurting business.

The following is a portion of the circular:

"In view of the newspaper reports circulated regarding suffering of passengers at points on the desert, where trains were stalled, I wish to say, while this is considered 'good newspaper copy,' in the main such conditions originated in the fertile minds of space writers in the daily press. The 4,000 inhabitants of Needles, Cal., apparently enjoy the climate. Admittedly it is hot in the summer months but not sufficient to cause anything more than temporary inconvenience and that only to persons unaccustomed to hot weather."

The Needles shop men have since been given the opportunity of making possible to make pleasant the enforced stay of passengers, who were cared for by the railroad in the leading hotel.

It will be noticed that the attorney general makes no reference to the reason why these workers refused to handle trains. Neither has he made a single move to prosecute railroads that are violating the safety laws.

COOLIE LABOR PLOT: MANY POSE AS SEAMEN

Washington, Dec. 30.—A heavily financed movement to bring coolie laborers into the United States is operating successfully, Secretary of Labor Davis declares. "Some of the best brains in America" are being employed to carry out the plot, said the statement "is amply disgraceful," he said. Bribery and graft have been included in the charges.

The use of Chinese seamen makes the admission of a large number of coolies possible. These Chinese are employed on vessels owned by the United States shipping board. Under law an alien oriental seaman can take 60 days' leave in America and then go waiting for other ships. The secretary of labor calls attention to the well-known practice of Chinese seamen concealing themselves in their vessels, while coolies walk off the ships and land at the wharves. Officials, who are told the coolies are seamen.

"So extensive has this practice grown," said the secretary, "that the 'runners' employed by the port of San Francisco amount to from 75 to 150 persons." Because of the same practice of seamen at Atlantic ports have been very frequent. The evidence seems conclusive that these are not cases of really seaman, but secure berths as stowaways for the view of obtaining shore leave at an American port and deserting there. It is practically impossible to locate such deserting seamen of the Oriental races as have reached home and harbored by others of their race in our large cities."

WOULD FORCE VOTE.

Washington, Dec. 30.—Senator Jones has introduced a resolution providing for the appointment of a committee of five senators to study of senate rules with a view of recommending such changes as may be necessary to enable bring a question to a vote for final action, and at the same time afford reasonable opportunity for discussion.

Behind this resolution is an attempt to break the senate filibuster and bring that question to a vote. Opponents of the subsidy bill fear it will pass the senate, if a vote and are giving thorough discussion to every question involved.

Every hour of these discussions increases the opportunity nearer to the fateful fourth of March, when congress will adjourn, and all unfinished business will die. The senate filibuster against the subsidy bill in charge, nervously listens to these debates while his opponents sweat by the beard of the prophet and pray that the fourth of March may not be the slightest idea of filibustering against his bill. The Washington senator assures his colleagues that he is confident they would attempt such a thing.

Much interest centers in the fourth of March, and the big appropriation bills must be discussed and voted on. Opponents of the subsidy bill consent to a vote, it will be discussed at length, as will unimportant matters, but not the issues.

All of which justify Senator Jones' nervousness. He again assures his opponents he believes them when they say they do not intend to filibuster, but wants a committee appointed to work out a plan to bring a vote at the same time, protect (?) their rights.

OPPOSE COAL TAX.

Hazleton, Pa., Dec. 30.—Officers of anthracite mine workers announce opposition to the new coal tax, which has been declared by the Supreme court. The miners will urge its repeal by the state legislature. "We are opposed to any divvy of the swag," said District President Kennedy. The union officials declared that the new tax scheme to put up the price of coal and has another element of injustice to contend with in securing a living wage.

FAVOR NON-PARTISANSHIP.

Fort Worth, Texas, Dec. 30.—A non-partisan political movement was launched in this city by more than 300 labor delegates, including union, railroad brotherhoods and the Farmers' union. It was specifically provided that the movement will work exclusively within the dominant political parties.

REJECT TAYLOR SYSTEM.

Washington, Dec. 30.—By a vote of 227 to 2, the house rejected Congressman Blanton's proposal to repeal the no-speeding-up provision of the navy appropriation bill. The official vote was seven for the Taylor system, but Congressman Dallinger stated the following day that his vote was wrongfully recorded.

BIG AMNESTY IN ITALY.

New York, Dec. 30.—An Associated Press cable from London says: "A dispatch to the Times from Rome says King Victor Emanuel has signed a decree granting amnesty to all persons condemned for three months up to and including the time of the recent seizure of the government by Benito Mussolini's forces."

LABOR NOT SCARCE.

Washington, Dec. 30.—Common labor is obtainable in large volume in many parts of the United States at the rate of $3.00 for a 10-hour day, according to reports to the census bureau.

EUROPEAN REFUGEES WOULD SWAMP AMERICA

Washington, Dec. 30.—Efforts to secure the admission "of a few thousand" European and Near-East refugees would simply let in a flood of 1,500,000 of these unfortunates, who would drag the United States down to their own level, according to statements made by Congressman Johnson of Washington, chairman of the house immigration committee. He said the most modest appeals for a lifting of immigration laws "are such as to be startling to those who stand for continued restriction of immigration."

"The (immigration) committee," he said, "has held extensive hearings in an effort to ascertain the number that might come, and the figures run all the way from 5,000 to 100,000 and even more. On the islands and shores of the Aegean Sea and throughout the mainland, there are 1,200,000 homeless people, in Asiatic Turkey alone. In Asia Minor, Armenia and Greece there are 1,000,000 Christians who have lost their homes or who are threatened with evacuation. In Constantinople Greek and Armenian refugees number the same number of 450,000 are refugees, and these are in addition to the 50,000 or more refugees in northern Syria, reaching as far south as Damascus. Beirut and Jerusalem are crowded with destitute children.

"There are from 250,000 to 300,000 Armenian refugees from Turkey who have fled to Russian Armenia, including 20,000 orphans in that area cared for by the Near East Relief.

"A conservative estimate of the number now homeless or threatened with exile in that part of the world brings the number to 2,500,000 people. It is staggering!"

TOO MANY SHIPS NOW.

Washington, Dec. 30.—Ignoring the hundreds of ships that are failing to earn their operating costs in every section of the country, Senator Calder of New York declares the idea for the ship subsidy bill on the ground that it will aid ship building.

"Of what benefit will it to the American farmer or worker or miner if these ships are built," he asked. "Some of them and if they are operated by English, German, Scandinavian or Japanese crews at the same low wages.

The records show that United States shipping has been doing a low wage operated with the aid of Chinese, declared Senator Jones, who has charge the subsidy bill in charge, nervously listens to these debates while his opponents sweat by the beard of the prophet and pray that the fourth of March may not be the slightest idea of filibustering against his bill. The Washington senator assures his colleagues that he is confident they would attempt such a thing.

Much interest centers in the fourth of March, and the big appropriation bills must be discussed and voted on. Opponents of the subsidy bill consent to a vote, it will be discussed at length, as will unimportant matters, but not the issues.

All of which justify Senator Jones' nervousness. He again assures his opponents he believes them when they say they do not intend to filibuster, but wants a committee appointed to work out a plan to bring a vote at the same time, protect (?) their rights.

OPPOSE COAL TAX.

Hazleton, Pa., Dec. 30.—Officers of anthracite mine workers announce opposition to the new coal tax, which has been declared by the Supreme court. The miners will urge its repeal by the state legislature. "We are opposed to any divvy of the swag," said District President Kennedy. The union officials declared that the new tax scheme to put up the price of coal and has another element of injustice to contend with in securing a living wage.

FAVOR NON-PARTISANSHIP.

Fort Worth, Texas, Dec. 30.—A non-partisan political movement was launched in this city by more than 300 labor delegates, including union, railroad brotherhoods and the Farmers' union. It was specifically provided that the movement will work exclusively within the dominant political parties.

REJECT TAYLOR SYSTEM.

Washington, Dec. 30.—By a vote of 227 to 2, the house rejected Congressman Blanton's proposal to repeal the no-speeding-up provision of the navy appropriation bill. The official vote was seven for the Taylor system, but Congressman Dallinger stated the following day that his vote was wrongfully recorded.

BIG AMNESTY IN ITALY.

New York, Dec. 30.—An Associated Press cable from London says: "A dispatch to the Times from Rome says King Victor Emanuel has signed a decree granting amnesty to all persons condemned for three months up to and including the time of the recent seizure of the government by Benito Mussolini's forces."

LABOR NOT SCARCE.

Washington, Dec. 30.—Common labor is obtainable in large volume in many parts of the United States at the rate of $3.00 for a 10-hour day, according to reports to the census bureau.

GARY'S CHRISTMAS CHEER.

Chicago, Dec. 30.—In a Christmas address to the employes of the steel trust declared that "it will be a hopeful Christmas in many homes, because people have come to the realization that they must get into harness and work, work, work."

Trade unionists are asking if the judge intends to make the steel workers labor 11 and 12 hours a day in his steel mills.

PRINTERS' PAY STANDS.

New York, Dec. 30.—Acting as arbitrator in a wage dispute between employing printers and the International union, Judge Talley ruled against any change in the present wage scale for commercial shop printers. The employers wanted wages cut $10 a week and the union pleaded for a $5 increase.

R. R. APPEALS TO PULPIT.

New Haven, Conn., Dec. 30.—Striking shop men charge the New York, New Haven & Hartford railroad with endeavoring to have clergymen denounce the strike from their pulpits. The railroad's strategy is not proving successful.